

## CHAPTER 60. CONDUCT A CATEGORY II/CATEGORY III PILOT FLIGHT CHECK

### SECTION 1. BACKGROUND

#### 1. PROGRAM TRACKING AND REPORTING SUBSYSTEM (PTRS) ACTIVITY CODES: 1579

**3. OBJECTIVE.** The objective of this task is to evaluate the skill and proficiency of a pilot requesting authority to conduct Category (CAT) II or III instrument approaches. Successful completion of this task results in issuance or denial of a CAT II or III pilot authorization.

#### 5. GENERAL.

*A. Related Guidance.* The history of lower approach minimums and other related guidance may be found in volume 2, chapter 59. A CAT II pilot authorization, as issued, is contingent on the applicant holding an instrument rating or airline transport pilot certificate. An applicant must meet the requirements of Title 14 of the Code of Federal Regulations (14 CFR) part 61, §§ 61.67 and 61.68.

*B. Policy Concerning CAT II Evaluators at Training Center.* The guidance contained in volume 2, chapters 59 and 60, is intended for use by Federal Aviation Administration (FAA) inspectors in their specific job function; i.e., certification and surveillance. Generally it would be inappropriate for persons other than FAA inspectors to use the guidance in these chapters, especially when initial authorization is issued to an operator to conduct CAT II operations. However, with the proper training and surveillance, qualified persons other than FAA inspectors may conduct these pilot flight checks. The Flight Standards District Office (FSDO) may issue letters of authorization (LOA) to selected training center evaluators to conduct practical tests, provided the following conditions are met.

(1) The training center evaluators selected are provided with current copies of volume 2, chapters 59 and 60.

(2) The training center evaluators selected are provided with a current copy of the operator's FAA-approved CAT II/III operations manual.

(3) FSDO personnel provide adequate training for the selected training center evaluators.

(4) The selected training center evaluators will not be given an LOA to conduct CAT II/III practical tests until they have demonstrated to an FAA inspector that they possess adequate knowledge concerning the conduct of CAT II/III practical tests, and until they have satisfactorily demonstrated at least one CAT II/III practical test to the training center program manager (TCPM).

(5) The LOA issued to training center evaluators to conduct CAT II/III practical tests will limit their authority. Any LOA issued must be surrendered to the FSDO upon the evaluator's termination of employment with the training center, or upon the evaluator's being relieved of duties that include conducting practical tests.

(6) In addition to the initial CAT II/III practical test conducted by each selected training center evaluator, at least every 10th CAT II/III practical test conducted by each appropriately authorized training center evaluator will be observed by FSDO personnel (or other FAA inspectors in training at a training center) and must be conducted in a manner found satisfactory by that inspector.

(7) Training center evaluators authorized to conduct CAT II/III practical tests will conduct those tests in accordance with this chapter. The training center evaluators will also do the following:

(a) maintain personal records of all CAT II/III practical tests in a manner acceptable to the TCPM;

(b) forward copies of all records to the TCPM in a timely manner; and

(c) make all personal records available to the FAA upon request.

(8) The FSDO will obtain the concurrence for the CAT II/III practical tests to be conducted from the FSDO that is responsible for the approval of the CAT II/III operation. The FSDO will keep adequate records on the initial and renewal authorizations of selected training center evaluators, and on all FAA inspector surveillance activities of training center evaluators who are authorized to conduct CAT II/III practical tests.

**7. AUTHORIZATION CHECK.** The practical test for authorization to conduct CAT II/III operations consists of an oral increment and a flight increment.

*A. Oral Increment.* During the oral increment, the applicant will be expected to demonstrate adequate knowledge of the following items:

(1) All items specified in § 61.67(d)(1).

(2) Procedures, instructions, and limitations of the approved CAT II/III aircraft manual described in 14 CFR part 91, § 91.191(a)(1).

(3) CAT II/III instrument landing system (ILS) procedures in accordance with 14 CFR part 97.

(4) Knowledge of performance data limitations.

(5) Knowledge of minimum equipment list, when applicable.

(6) Knowledge of special provisions of FAA Form 7711-1 or operations specifications.

*B. Flight Increment.* The flight increment will be conducted in an aircraft or simulator which has been approved for CAT II/III operations.

(1) If a type rating is required for the aircraft provided, and the inspector is not type rated in that aircraft, the inspector should request assistance from the unit supervisor to provide a qualified inspector to conduct the practical check. This may require coordination with the regional Flight Standards division.

(2) If an automatic approach coupler or a flight director is installed in the aircraft, the applicant must demonstrate competence with that installed equipment.

(3) A second-in-command (SIC) is required for all aircraft. The SIC must hold the appropriate class rating and if a type rating is required, must hold a type rating for that aircraft. The flight check should be conducted placing emphasis on crew coordination for successful completion of the approach. As part of the flight check, the applicant will be asked to demonstrate the ability to determine that the duties assigned to the SIC are satisfactorily performed.

(4) The practical test must be conducted in accordance with the provisions of §§ 61.67 or 61.68, as applicable.

*C. Satisfactory Test Results.* Original issuance of the CAT II authorization shall be limited to operations not lower than and a 150-foot DH and 1600 feet Runway Visual Range (RVR) and, in no case, shall be lower than CAT II published minimums. This limitation may be removed any time the pilot confirms completion of three CAT II ILS approaches to a landing under actual or simulated conditions with a 150-foot DH within 6 months of the date of original issuance. The pilot shall then be authorized to use published part 97 CAT II minimums. For CAT III, the authorization should be in accordance with the guidance published in Advisory Circular (AC) 120-28, Criteria for Approval of Category III Landing Weather Minima.

*D. Unsatisfactory Test Results.* The applicant who does not satisfactorily complete the test for CAT II/III authorization and who wishes to retest must comply with § 61.49. In the case of a first failure, the applicant may receive additional training from an authorized instructor with the appropriate category and class ratings. When found competent to retest, the applicant may present a written statement (i.e. logbook endorsement, a completed FAA Form 8710-1) from that instructor certifying that the applicant was found competent to retake the test before 30 days have lapsed.

*E. Duration and Renewal of Authorization.* A CAT II/III pilot authorization expires on the last day of the 6th month after the month it was issued or renewed in accordance with § 61.21. The following provisions for duration and renewal apply.

(1) An oral increment and flight increment are required for renewal of CAT II/III authorization.

(2) Pilots authorized to conduct CAT II/III operations in more than one type of aircraft must be retested in at least one of the aircraft in which the pilot received original authorization. The pilot then receives CAT II/III authorization for those aircraft for 6 months. However, the pilot must pass the test (oral and flight increments) in each type (make/model) aircraft at least once every 12 calendar-months. An authorization in a specific type aircraft cannot be renewed beyond 12 calendar-months after the practical test in that type.

(3) If the pilot passes a check for renewal the month before expiration, the pilot is considered to have passed during the month the authorization expired. There is no grace month authorized. If a CAT II/III LOA is not issued, the inspector should

complete the Sample CAT II Pilot Authorization (see figure 60-4) in duplicate. The original should be issued to the pilot and the copy placed in the FSDO file with FAA Form 8710-1.

*F. Addition of a Rating.* A practical test is required for the addition of another type airplane on the authorization.

*G. Disposition of File.* The Airmen Certification Branch, AFS-760, does not track CAT II or III Pilot Authorizations. A copy of the CAT II/III authorization and the completed FAA Form 8710-1 should be maintained in the FSDO file for 1 year.

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## SECTION 2. PROCEDURES

### 1. PREREQUISITES AND COORDINATION REQUIREMENTS.

*A. Prerequisites.* This task requires knowledge of the regulatory requirements of part 91 and FAA policies and qualification as an aviation safety inspector (operations).

*B. Coordination.* For CAT III pilot authorizations, this task requires coordination with the regional Flight Standards division and AFS-400.

### 3. REFERENCES, FORMS, AND JOB AIDS.

#### *A. References.*

- 14 CFR parts 1, 61, 121, 125, 135, and 142
- AC 91-16, Category II Operations - General Aviation Airplanes
- AC 120-28, Criteria for Approval of Category III Landing Weather Minima
- AC 120-29, Criteria for Approving Category I and Category II Landing Minima for Part 121 Operators
- PTRS Procedures Manual (PPM)

#### *B. Forms.*

- FAA Form 8710-1, Airman Certification and/or Rating Application

#### *C. Job Aids.*

- Sample letters and figures

### 5. PROCEDURES.

#### *A. Initial Contact.*

(1) Provide the applicant with a copy of AC 91-16 or advise the applicant on the method for obtaining a copy of the AC.

(2) Provide the applicant with a copy of FAA Form 8710-1.

(3) Advise the applicant to complete items I, II, IV, and V.

*B. PTRS.* Make appropriate PTRS entries.

#### *C. Examine Applicant Credentials.*

(1) Review the applicant's pilot certificate to determine if the applicant meets the pilot authorization requirements outlined in § 61.67 or § 61.68, as applicable.

(2) Determine the applicant's pilot qualifications and experience by examining FAA Form 8710-1 (see volume 2, chapter 1).

(3) Ensure that the applicant has provided the appropriate information in items I, II, and IV, and signed and dated the application in item V on FAA Form 8710-1.

(4) Examine the applicant's logbook for experience and recency as required by §§ 61.67 and 61.68.

(5) Review medical certificate to determine that it is current and of the appropriate class for the proposed operation.

#### *C. Conduct Oral Increment.*

(1) Prepare and conduct the oral increment in accordance with section 1, paragraph 7A.

(2) If the oral increment is unsatisfactory:

(a) Explain the areas of deficiency to the applicant.

(b) Complete the appropriate items in the Inspector's Report block of FAA Form 8710-1 and indicate disapproval (figure 60-1).

(c) File the application in the FSDO files.

(3) If the oral increment is satisfactory, proceed with the flight increment.

#### *D. Conduct Flight Increment.*

(1) Conduct flight increment in accordance with the requirements of § 61.67 or 61.68 and the guidance in section 1, paragraph 7B.

(2) If the flight increment results are unsatisfactory:

(a) Terminate the practical test.

(b) Explain areas of deficiency to the applicant.

(c) Complete the appropriate items in the Inspector's Report section of FAA Form 8710-1 and indicate disapproval (figure 60-2).

(3) If the flight increment is satisfactory, issue a CAT II/III Pilot LOA (figure 60-3) or complete the Sample CAT II Pilot Authorization (figure 60-4) in duplicate. Issue the original of the CAT II/III authorization to the pilot.

*E. FSDO File.* Establish FSDO file for the applicant that includes, but is not limited to, a copy of the following:

(1) CAT II/III Pilot LOA.

(2) FAA Form 8710-1.

*F. PTRS.* Close out PTRS.

**7. TASK OUTCOMES.** Completion of this task results in:

A. Issuance of airman authorization.

B. Denial of airman authorization.

**9. FUTURE ACTIVITIES.**

A. Airman retest.

B. Renewal of authorization.

C. Possible enforcement investigation.

**FIGURE 60-1**  
**SAMPLE OF FAA FORM 8710-1 INDICATING DISAPPROVAL OF AN ORAL INCREMENT**  
**OF A PRACTICAL TEST**

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FAA Letterhead

[*date*]

[*applicant's name and address*]

Dear [*applicant's name*]:

This is to inform you that your application for authorization to conduct Category [*II or III*] operations is disapproved because you failed to demonstrate a satisfactory level of knowledge of the following items:

- [*List all pertinent items, which are required by 14 CFR part 61, § 61.67 or 61.68, as applicable, but were not satisfactorily demonstrated during the oral increment of a practical test.*]

If you wish to schedule a retest, you must comply with the provisions of § 61.49. If we can be of assistance, please contact us at [*operating hours of the FSDO*].

Sincerely,

[*examining inspector's signature*]

Aviation Safety Inspector

**FIGURE 60-2**  
**SAMPLE OF FAA FORM 8710-1 INDICATING DISAPPROVAL OF A FLIGHT INCREMENT**  
**OF A PRACTICAL TEST**

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FAA Letterhead

[*date*]

[*applicant's name and address*]

Dear [*applicant's name*]:

This is to inform you that your application for authorization to conduct Category [*II or III*] operations is disapproved because you failed to demonstrate a satisfactory level of skill in the following areas:

- [*List all pertinent items, which are required by 14 CFR part 61, § 61.67 or 61.68, as applicable, but were not satisfactorily demonstrated during the flight increment of the practical test.*]

If you wish to schedule a retest, you must comply with the provisions of § 61.49. If we can be of assistance, please contact us at [*telephone number and operating hours of the FSDO*].

Sincerely,

[*examining inspector's signature*]

Aviation Safety Inspector

**FIGURE 60-3**  
**SAMPLE LETTER OF CAT II/III PILOT LOA**

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FAA Letterhead

[*date*]

[*applicant's name and address*]

Dear [applicant's name]:

This certifies that [*pilot's name*], while holding [*type of certificate*] pilot certificate number [*certificate number*], issued [*date of certificate issuance*], is authorized to act as pilot-in-command (PIC) of the following type of aircraft during Category [*II or III*] operations:

- [*List applicable airplane types, each on a separate line.*]  
[*airplane type*] not valid after [*enter date of expiration for each airplane*].  
[Add limitations, if applicable; for example: Limited to minimums of 1600' RVR, 150' DH (*enter expiration date of limitations*)].

This letter is issued on [*enter date*] by [*enter name of issuing FSDO*]. It is valid only when countersigned by [*enter name of applicant*] on the line provided below.

[*signature of the issuing inspector*]

[*signature of the holder*]

**FIGURE 60-4**  
**SAMPLE CATEGORY II PILOT AUTHORIZATION**

|  |  |
|--|--|
| <b>I UNITED STATES OF AMERICA</b><br><b>VIII DEPARTMENT OF TRANSPORTATION</b><br><b>FEDERAL AVIATION ADMINISTRATION</b>  |  |
| <b>IV This certifies that</b><br><br><hr style="border: 0; border-top: 1px solid black;"/><br><b>III while holding pilot certificate number</b><br><br><hr style="border: 0; border-top: 1px solid black;"/><br><b>IX is authorized to act as pilot-in-command of the following type aircraft during</b> | <b>XII (Aircraft types)</b><br><br>* <hr style="border: 0; border-top: 1px solid black;"/> Not valid after <hr style="border: 0; border-top: 1px solid black;"/><br>* <hr style="border: 0; border-top: 1px solid black;"/> Not valid after <hr style="border: 0; border-top: 1px solid black;"/><br><br><b>XIII (If applicable) Limited to minimums of 1600' RVR 150 DH</b> |
| <b>II CATEGORY II OPERATIONS</b><br><br><b>X **Date of issue</b> <hr style="border: 0; border-top: 1px solid black;"/>   | <b>Expiration date</b> <hr style="border: 0; border-top: 1px solid black;"/><br><br><b>FSDO (Identification)</b><br><br><hr style="border: 0; border-top: 1px solid black;"/>  |
| <hr style="border: 0; border-top: 1px solid black;"/><br><b>Signature of FAA official</b>  | <hr style="border: 0; border-top: 1px solid black;"/><br><b>Signature of holder</b>  |

\* If more than one type is listed, add the date which is the end of the 12th calendar-month after the practical test was passed in that type airplane. This will show compliance with 14 CFR part 61, section 61.21.

\*\* If certificate is reissued to correct or delete a limitation, use the date of issue of the superseded authorization, unless the airman is retested. In the latter case, use the date of retesting, whether for renewal or to add an airplane rating.

USE OF ROMAN NUMERALS IS IN ACCORDANCE WITH ICAO ANNEX 1, CHAPTER 5